

HONGKONG JOTTINGS.

There is no doubt we shall have a great deal of "God save the King!" to-day in Hongkong, and I am sure that the wish is very genuinely uttered. Tedious persons have computed on former occasions the amount of times, which the expression is used per diem all over the British Empire on such great days as this, and the amount of noise made by the National anthems played in the twenty-four hours. I am glad to say I forget both sums, but I remember enough to be thankful I am not hearing all these anthems at once. A *feu-de-joie* is quite enough for me. I hear that it is likely to be so also for some of the horses at to-day's Paro in the Happy Valley. It has even been hinted that we may see an officer or two suddenly dismounted; of course, I would not for the world mention about which corps this prophecy has been made. It will doubtless be a consolation to think that such things have happened in the best regulated cavalry, and even in Royal processions. The Paro, however, will certainly be enjoyed by all nationalities in our varied selection on this island, and by none more than by the Chinese.

There are two matters of domestic concern which one rarely fails to hear discussed nowadays in Hongkong wherever two or three householders are gathered together. I refer to rents and gas. With regard to the rents which residential property now commands both on the Island and at Kowloon, I have heard the opinion expressed that rents are higher in Hongkong than in any other city or town in the whole world. It may be so, but, on the other hand, there are few places I suspect, where the cost of building a house approaches the figures which are now asked in Hongkong. Lucky are the men who invested money in house property ten years ago or more. I heard recently of an estate of \$70,000 being made for some house property on the Hill which originally cost its owner only \$7,000, and that offer was declined. Rents in recent years have taken very big jumps. Houses which let seven or eight years ago for \$40 and \$50 a month are now sought after at \$100 and \$120, not including taxes. Evidently some people in Hongkong must be making money in spite of the instability of the silver dollar.

As to gas—well, if the supply were in the hands of an individual rather than in those of a company or corporation, which in classic phrase is "without a body to be kicked or a soul to be damned," his lease of life would be short. The complaints made in the few letters which have appeared in the local papers are re-echoed apparently by scores of consumers on the higher levels of the Colony, and from the many cases which have come within my own knowledge I imagine the time of at least one clerk must be pretty fully occupied in reading and giving unsatisfactory replies to letters of complaint both as to deficiency of pressure in the mains and erratic charges. Let us hope that with the completion of the work which the company now has in hand—I refer to the provision of larger mains—these causes of complaint will be remedied. This work ought to have been taken in hand long ago.

Jack ashore dearly loves a bicycle. Any evening as the dusk approaches one can see him wheeling his damaged machine back to the bicycle-shop, for it is a curious thing that he nearly always contrives to have a spill in the crowded streets. The other day I saw two blue-jackets coming from the East end into town. One's bicycle had broken down, both pedals gone, and the other had the derollet in tow with a rope. There is just a suspicion, though, that some of the Chinese bicycle-riders "take" the machines before letting them out to the sailors so that they will be almost sure to collapse in some part. Then of course the dealer pockets the \$5 security which Jack had to lay down before he could get out the bicycle.

Many Hongkong residents will regret to learn of the death of Admiral Sir Alexander Buller, K.C.B., who was Commander-in-Chief on the China station from 1895 to 1897. During that time the Admiral made himself very popular in the East, and the highest regard was entertained for him. He died with painful suddenness last month whilst hunting in his native county of Devonshire. Admiral Buller was I believe the first president of the Devonian Society of Hongkong, and a prominent place is always found for his portrait on the wall of the room, in which the society has its annual dinner.

It is not generally known that among the celebrities of Hongkong there is a famous old canine campaigner. He is a little bit of a dog and has the honour of wearing five medals for the service he has seen, namely Crete, Egypt, South Africa, North China and the Relief of Peking. He belonged to Sergeant W. Jones of the Welsh Fusiliers, and it was with regret that the regiment had to leave him here, owing to the regulations in force. Mr. F. T. Robbins, of the Victoria Gao staff, is the present owner.

IMPORTS.

Hongkong, 7th November.
The latest imports to this port are as follows:
2,000 tons of hemp and general per ss. *Sungking* from Manila, 6th inst.
2,300 tons of coal per ss. *Ellen Rickmers*, from Moji, 7th inst.
60 tons of general per *Hai Lan* from Fakhai and Hoihaio, 6th inst.
1,199 tons of general per *Itami Maru* from Bombay and Singapore, 6th inst.
10 tons of general per ss. *Rehilla Maru*, 6th inst.

VICTORIA MEMORIAL HOSPITAL AND JUBILEE ROAD.

OPENING CEREMONY.

On Saturday afternoon the Victoria Memorial Hospital was formally opened by His Excellency the Governor, Sir Henry A. Blake, G.C.M.G., and the Jubilee Road handed over to the Government by Hon. Sir Paul Chater, G.C.M.G., on behalf of the Jubilee Committee. The ceremony took place at the Hospital in Barker Road. Among those present were Lady Blake, Sir John Keane, Bart. Private Secretary; His Honour Sir William M. Goodman, Chief Justice, and Lady Goodman; Hon. Sir Henry S. Berkeley, Attorney-General, and Lady Berkeley; Mrs. May; Hon. Dr. J. M. Atkinson, Principal Civil Medical Officer; Hon. Dr. Ho Kai, C.M.G.; Hon. W. Chatham, Director of Public Works; Captain F. W. Lyons, Acting Captain Superintendent of Police; Dr. G. H. Bateson Wright, Mr. J. Dyer Ball, Mr. L. C. Rees, Mr. B. Brotherton, Mr. J. R. Michael, Dr. E. A. R. Laing, Mr. H. W. Bird, Mr. Ho Fook, Mr. S. W. Tso, Mr. Ho Kom Tong, and Mr. Hu Shun Chuen. The building was finely decorated with flags, the decorations having been carried out by Edg. Sigismund P. Ransted, and W. Foster, of the Tower, under the superintendence of Mr. J. Coyle of the Public Works Department.

His Excellency the Governor having taken up a position on the steps leading to the door of the Hospital.

Hon. Sir PAUL CHATER said—Your Excellency, ladies and gentlemen—The Committee formed for the purpose of carrying out this Colony an adequate and suitable permanent memorial of the late Queen Victoria's Diamond Jubilee—or such few of them as are left after a six years' interval—have invited your Excellency to meet them here to-day to take over, as head of the Government, this building and a new road recently constructed. The committee was formed in 1897 to consider what form the memorial subscribed for by a loyal population should take, and how best to carry their wishes into effect, and now, in the closing months of 1903, having brought their labours to a satisfactory conclusion, they ask to be relieved of their responsibilities. After much discussion it was agreed to have two memorials, one, in deference to the late Queen's well-known predilection for works of mercy, to take the form of a Hospital, and the other, to meet a widely-expressed wish, to be a carriage road to encircle the island. These works were to complement, in lasting manner, the sixtieth anniversary of her late revered Majesty's glorious reign. As the scheme for this commemorative original, the administration of your Excellency's predecessor, Sir William Robinson, I think it will be both interesting and appropriate to briefly recapitulate the circumstances attending the inception of the plan and subsequent creation of these public memorials of the gracious lady who may be justly described as the greatest Queen in history. I will go back to the commencement, when it had been resolved to worthily celebrate, in an enduring manner, this great occasion. Subscribers were invited from the community in 1897 on the understanding that a Hospital for Women and Children and a Nursing Institute should be erected, and that the first section of a road to encircle the main portion of the island of Hongkong should be constructed. These works, I am glad to say, have now been completed, so far as the Hospital and the section of the road are concerned. Many difficulties, which could not have been foreseen by the Committee, have been encountered, necessarily delaying the work, but, as will be seen, they were overcome at length, and we now have the pleasure of recording their completion. The amount available from the sum subscribed, after defraying the cost of the local celebrations of the event, was \$182,424.00, and this was divided equally between the two projects, giving for each \$91,212. I propose for the sake of convenience to deal separately with them, and will refer first to the Hospital. The scheme originally provided for the erection of a building in the grounds of a Nursing Institute, which was to form an adjunct of the staff quarters of that institution. Competitive designs were invited, and were in due course sent in by the local architects, but before any decision had been arrived at regarding these, a letter was received from the Principal Civil Medical Officer arguing that the proposed Hospital should be erected at the Peak and suggesting that "Craigieburn" might be acquired for the purpose. This letter was considered by the committee, and though the suggestion for the purchase of "Craigieburn" was not adopted, there was a consensus of opinion in favour of acquiring a site on the higher levels instead of erecting the building in the Civil Hospital compound. A resolution to the effect that a site not lower than Robinson Road should be selected was accordingly carried. Some difficulty was experienced by the committee in finding a desirable site, but fortunately Barker Road was then under construction, and after examination of those sites available, it was decided to apply to the Government for the ground on which we are now assembled. You, Sir, readily consented to grant the site, and the committee then concentrated its energies on securing the best building possible for the funds at its disposal. Owing to the greater cost of building on the high levels, and the necessity of providing quarters for the staff required, the Committee found that the funds were not sufficient to erect both the Hospital and the Nursing Institute as well. It became necessary, therefore, to refer the matter to the Government, and your Excellency, recognising the difficulty, kindly consented to recommend to the Secretary of State for the Colonies that an adjunct to the Government Civil Hospital be erected for a Nursing Institute. This sanction having been obtained, and the Hospital being now completed, it remains for the Government to carry out your Excellency's recommendation, and speaking for the Committee, I hope no time will

be lost in bringing the scheme to perfection by erecting this adjunct. Having reached this stage, it was hoped that the fulfilment of the scheme for the Hospital would proceed without impediment. The plans and estimates had been prepared by Messrs. Palmer and Turner, whose original design was considered first in order of merit in the competition which had been held for a building in the Civil Hospital grounds; but when tenders were invited they proved so far in excess of the estimates that it seemed impossible to proceed further. After much trouble, a tender was finally obtained at a rate within the funds at the disposal of the Committee, and the work has now, as you see, been successfully completed. The total expenditure upon the Hospital and quarters has been \$118,910.55, and with the interest which has accrued on the principal, we have been enabled practically to meet this sum. There have, however, been some extra incurred—as is the case in every large building—which you, Sir, have kindly undertaken on the part of the Government, to defray, our funds being absolutely exhausted. Turning now to the Road, as I have already stated, one-half of the fund amounting to \$91,212.00, was allotted for its construction. A considerable period was spent in the making of surveys and preparation of estimates, which were carried out by the Public Works Department, under the guidance of the late Director, Mr. R. D. Ormsby, the work extending from Kennedy Town via Aberdeen, Stanley and Tsimshui to Shaukiwan. When this preliminary work had been completed, Mr. Ormsby reported very unfavourably upon the section of the road which he had proposed to make, the fund, namely that from Kennedy Town to Aberdeen, whilst Major-General Black, then General Officer Commanding, raised serious objection to its construction on military grounds. Several ineffectual attempts were made locally to overcome the opposition to the scheme, and finally an appeal to Downing Street on the subject became necessary. This appeal was successful, but the sanction for the construction of the road was hampered in its being laid on a higher level than was originally intended. The carrying out of this scheme was entrusted to Messrs. Denison, and Gibbs, who devised a suitable route for the road, and tenders were received which came within the means apportioned to it, and the work has been satisfactorily concluded. Having thus contributed this section of the Jubilee Road, we now look to the Government to take in hand the completion of the project for a high road that will practically encircle the island, opening up all its many bays to the sea, and of scenery and of nature. The total cost of the two works has been \$231,163.55, and I may here point out that the delays entailed by the various difficulties encountered have not been without some compensating advantages inasmuch as the interest accumulated on the fund materially augmented our resources and has permitted of the original proposals being carried out in a substantial and workmanlike manner. Having now stated in outline the history of these two Memorial works, it only remains for me to ask your Excellency to be good enough to declare the Hospital open, to effect which purpose I beg to hand you this silver key.

HIS EXCELLENCY, having accepted the key, said—Sir Paul Chater, ladies and gentlemen—I have listened with great interest to your account of the Road and the Hospital that were rightly decided upon as a fitting memorial of that beloved Queen whose memory will always remain green in our hearts and whose name will go down the ages as the greatest amongst the great Queens of history. The difficulties about the Jubilee Road I remember very well. When I came here first the foundation stone had just been laid by my predecessor in the presence of a considerable crowd, among them, no doubt, the General Officer Commanding, who instead of opposing the Governor's proposal with his sword—slaying the masons, and carrying away the bottle with the newspapers—placed there for the enlightenment of future archaeologists, returned to his quarters, took up the mightier weapon, and wrote that the road was a military danger and must not be. Then I remember the time when the controversy arose whether the road should go by Shaukiwan or by Kennedy Town. The Governor, who as we know subscribed half the funds, were rather inclined to favour the Shaukiwan Road, which would have given a driving road for about 20 miles. But the Committee were very firm and absolutely decided to have that road from Shaukiwan. Of course I need hardly tell you that with their pertinacity they succeeded in dominating the Government on that point. The argument on the one side was that you would have a driving road round the island. On the other side, it was said, you would have a road round Mount Davis on which the Chinese would come out in the afternoons and would be seen there in crowds enjoying the balmy southern breezes laden with the odours of Cheung Chow. (Laughter.) The real secret of the Committee's determination was never openly stated. I do not know how it got about. It may have been that one of the Committee was, like Cassius, a lover of soil, and in his sleep did mutter his affairs. (Laughter.) The real secret I believe was that the Committee had decided to have the road finished, and it will take up all the money we have to make this small bit round Mount Davis, and if we do not spend it on that difficult piece of road we will never see it done. Now we have a very good 10-foot road there at present. So far as we can see it appears to be principally for the purpose of affording an opportunity to the Dairy Farm of sending their milk by the higher and lower levels. It has been completed in part at such a level as would probably attract the wind of the wind, and the Committee had decided to take the island and leave him an easy victim of the Volunteers or other defenders of that section. (Laughter.) It is true that with the persevering determination that characterises everything in Hongkong, portions of the road after the heavy rains attempted bodily to convey themselves to the sea level, but they were checked back into position by Messrs. Denison and Ram, and now it is a good road and I hope it will be availed of by a large number of people and ultimately will be completed round the island, when I hope it will satisfy all the conditions that were intended. And now, Sir Paul Chater, and ladies and gentlemen, as regards the Hospital, this is a work, I think, against which no caviller could say one word, and I look forward with great pleasure to the unique opportunity of turning the key in the entrance door of a building 1,000 feet above the foundation stone which was laid. I believe, originally near the Government Civil Hospital. (Laughter.) This building with its 41 beds, and situated as it is above the vitiated atmosphere of the crowded city, must, I am sure, be a blessing in the future to the poor people who will be accommodated here. It is a fitting memorial to our late beloved Queen, and I am sure we will all join in wishing it God-speed. I have great pleasure in declaring that it is well and duly opened. (Applause.)

His Excellency then turned the key in the lock and the company entered the Hospital and inspected it. Refreshments were afterwards served.

to lost in bringing the scheme to perfection by erecting this adjunct. Having reached this stage, it was hoped that the fulfilment of the scheme for the Hospital would proceed without impediment. The plans and estimates had been prepared by Messrs. Palmer and Turner, whose original design was considered first in order of merit in the competition which had been held for a building in the Civil Hospital grounds; but when tenders were invited they proved so far in excess of the estimates that it seemed impossible to proceed further. After much trouble, a tender was finally obtained at a rate within the funds at the disposal of the Committee, and the work has now, as you see, been successfully completed. The total expenditure upon the Hospital and quarters has been \$118,910.55, and with the interest which has accrued on the principal, we have been enabled practically to meet this sum. There have, however, been some extra incurred—as is the case in every large building—which you, Sir, have kindly undertaken on the part of the Government, to defray, our funds being absolutely exhausted. Turning now to the Road, as I have already stated, one-half of the fund amounting to \$91,212.00, was allotted for its construction. A considerable period was spent in the making of surveys and preparation of estimates, which were carried out by the Public Works Department, under the guidance of the late Director, Mr. R. D. Ormsby, the work extending from Kennedy Town via Aberdeen, Stanley and Tsimshui to Shaukiwan. When this preliminary work had been completed, Mr. Ormsby reported very unfavourably upon the section of the road which he had proposed to make, the fund, namely that from Kennedy Town to Aberdeen, whilst Major-General Black, then General Officer Commanding, raised serious objection to its construction on military grounds. Several ineffectual attempts were made locally to overcome the opposition to the scheme, and finally an appeal to Downing Street on the subject became necessary. This appeal was successful, but the sanction for the construction of the road was hampered in its being laid on a higher level than was originally intended. The carrying out of this scheme was entrusted to Messrs. Denison, and Gibbs, who devised a suitable route for the road, and tenders were received which came within the means apportioned to it, and the work has been satisfactorily concluded. Having thus contributed this section of the Jubilee Road, we now look to the Government to take in hand the completion of the project for a high road that will practically encircle the island, opening up all its many bays to the sea, and of scenery and of nature. The total cost of the two works has been \$231,163.55, and I may here point out that the delays entailed by the various difficulties encountered have not been without some compensating advantages inasmuch as the interest accumulated on the fund materially augmented our resources and has permitted of the original proposals being carried out in a substantial and workmanlike manner. Having now stated in outline the history of these two Memorial works, it only remains for me to ask your Excellency to be good enough to declare the Hospital open, to effect which purpose I beg to hand you this silver key.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share list, dated Hongkong, 7th November:—

Business still continues very quiet and but few transactions have taken place during the week under review. The sterling demand rate of exchange on London is 1s. 9½d. The rates on Shanghai are 1s. 7½d. for a 1/4, and 1s. 7½d. for three days sight Private Paper.

BANK SHARES.—Hongkong and Shanghai Bank shares have been done at \$630 to \$633, close steady to firm at latter figure; the London rate, after advancing to \$63 10s., has dropped again to \$62. Nations are unchanged.

MARINE INSURANCES.—Unions can be placed at \$142½. China Traders, after sales at \$90 to \$91, are steady at the higher rate. North China have sellers at \$126. Both Yangtze at \$135, and Cantons at \$175 are more or less nominal.

FIRE INSURANCES.—Without business. Hongkong have sellers at \$120, and Chinas are quiet at \$90. A destructive fire occurred in Manila on the 26th ultimo, but we are glad to say that only one of our local offices had a small loss.

SHIPPING SHARES.—Hongkong, Canton and Macao Steam Boats have been done to a small extent at \$31½, and more shares are on offer; at \$31, however, a fair number of shares could be placed. Indo-China, sold at declining rates, from \$76 down to \$74, which latter is the closing quotation; Shanghai quotes sales at \$15, which is the equivalent of \$74. China and Manilas are on offer at \$19. Dongasas appear to be in better favour and, although without sale, the quotation has advanced to \$31. Old Star Ferris can be placed at \$26, while the new shares have sellers at \$16. Shell Transport have been done at 18s. to 18½s., and at latter rate shares are wanted.

REFINERIES.—China Sugars sold at \$95, to \$96, and in some demand at \$94; sales at \$101/102 for 31st March are also reported. Lardons are offering at \$10.

MINING SHARES.—Lundons without business and unchanged. The result of the crushing during October is 700 tons yielding 51 ounces melted gold; estimated value \$2,000. The small result was due to collapse of milling power, and the worn out machinery is now being rapidly replaced. The Government had closed the mill pending the erection of tailing dam, but a telegram received on the 3rd instant states that the mill started again on that day—fifteen stamps running. Charbonnages and Jelebus unchanged. A few Ranks sold at \$8, but more shares are on offer; the "Hongkong Telegraph" of 3rd instant prints the general manager's report for the four weeks ended 10th October.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks sold at \$201/202/201, and are wanted at \$202. Hongkong and Kowloon Wharf and Godown Company shares sold at \$85, and a few more are on offer. New Amoy Docks have buyers at \$93. Farmanas are unchanged, the latest quotation from the north is 11s. 11½d.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company shares have been parted with at \$153, and while at that rate there are further sellers, shares are unobtainable at \$152. Kowloon Lands, West Point and Hongkong Hotels have not been dealt in and quotations are unchanged. Orientals Hotels fetched \$58, but more shares are on the market. Humphrey's Estates and Finance Company's shares have been fixed at \$103, and a few shares could be got at that figure; an extraordinary general meeting of shareholders has been convened for the 18th instant, to confirm the special resolutions passed at the meeting held on 31st ultimo. At that meeting the Chairman, before putting the resolution to increase of Capital and issue of new shares to the meeting, intimated that the Directors, in view of the tight money market both here and in Shanghai, did not intend to call up more than \$21 per new share for the present, such call to be made payable on the 4th January next.

COTTON MILLS.—Whitcomb business. Shanghai quotations are: Ewo's Tls. 33 sales; Internationals Tls. 22½; Loon Kung Mows Tls. 35, and Saycebes Tls. 60. Hongkong Cottons have buyers at \$14½.

MISCELLANEOUS.—Green Islands, although some from Shanghai are reported at \$22½, might be placed here at \$22½. A. S. Watson's have been done at \$14½. Electric have sellers at \$12½ for old and \$9½ for new respectively. Ice Company shares are obtained at \$24½. Steam Water Boats have changed hands at \$15½. China Providents have been done at \$9 and look strong. Watkins have dropped at \$7½ sellers. Other stocks under this heading unchanged. The Dairy Farm Company Ltd. advertised the seventh ordinary yearly meeting of shareholders for the 19th instant, transfer book being closed now till that date.

The Patentes—Maciver & Cameron, Limited desire A NATIONAL MEMORIAL for their excellent inventions—"Dover Chronicle." THE WATKINS' PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. Sold at all Stationers. Waverley Works, Edinburgh. [2945-2]

POLICE COURT.

Saturday, 7th November.

Before Mr. T. SERCOMBE SMITH (Police Magistrate).

ROBBERY.

Horse trespass and robbery and aiding and abetting in the same were the charges which confronted Hui Fong and Wy Long yesterday in this Court.

It appeared that in the early hours of the previous morning the first-named climbed up to the verandah of the first floor of No. 3, Morrison Hill, by means of the waterpipe, and entered the room of Mr. Laing, which he proceeded to ransack. But Mr. Laing was awake and watched the thief's proceedings until the latter took his watch, and then Mr. Laing jumped up, but not in time to capture the man, who fled through the verandah, down the waterpipe and away. Meantime Mr. Laing had rushed downstairs, with other inmates of the house whom he had aroused, and gave chase, catching the thief eventually near the Naval Hospital. The thief on finding himself nearly caught threw away the watch, which was broken. The second-named, who had been stationed as a scout outside the house, had a belated at the first signs of danger, when he saw his accomplice scrambling for life down the pipe, but was captured later in an opium-den at 64 Stanley Street. The case was conclusively proved against the accused, and it was also ascertained that they were vagabonds and had only been in the Colony a short time.

His Worship sentenced the first accused to four months' hard labour, with six hours in the stocks, and the second accused to one month's hard labour, and three hours in the stocks, the pair of them to be deported at the end of their time.

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75° AT MID-DAY!

YOU CAN NOW ENJOY DOING YOUR OWN DEVELOPING COMFORTABLY IN BROAD DAYLIGHT BY USING A KODAK DAYLIGHT DEVELOPING MACHINE WITHOUT DARK ROOM.

DESCRIPTIVE PAMPHLETS FROM

ACHEE & CO., PHOTO GOODS DEALERS.

Hongkong, 7th November, 1903.

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THE LAHMEYER ELECTRICAL CO. LD. LONDON, AND

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM. W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to SIEMSEN & CO., SOLE AGENTS FOR CHINA. 3214

PUBLIC COMPANIES

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40 Queen's Road Central, Victoria, Hongkong, on WEDNESDAY, the 18th day of NOVEMBER, 1903, at Noon, when the subject Resolutions which were passed at a Meeting held on the 31st October, 1903, will be submitted for confirmation as Special Resolutions:—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company, at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such times and in such manner as the Company by its General Managers may hereafter determine."
2. "That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article be substituted therefor:—'The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the capital of the Company.'"

Dated this 2nd day of November 1903. JOHN D. HUMPHREYS & SON, General Managers.

THE DAILY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPOT, 2, Lower Albert Road, Hongkong, on THURSDAY, the 19th day of NOVEMBER, 1903, at 3 o'clock P.M. for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1903.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 19th day of NOVEMBER, 1903, both days inclusive. By Order of the Board of Directors. S. A. SEITH, Secretary.

Hongkong, 2nd November, 1903. 3047. HUMPHREYS' ESTATE AND FINANCE COMPANY LIMITED.

THE SHARE CERTIFICATE No. 4935 for Fifty shares, numbered 61,831-61,900 inclusive, standing in the register in the name of Capt. DONALD FIDLES TULLOCH, R.A., of Hongkong, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the office of the Company, 38 and 40 Queen's Road Central, Victoria, Hongkong, before 25th November, 1903, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 23rd October, 1903. [2961]

FOR SALE.

THE NEW "SUN" No. 2 ANTI-RIBBON VISIBLE TYPEWRITER.

It is a type-Writer Machine, has Anti-Ribbon Linking Mechanism which costs one-tenth the cost of a ribbon, has universal keyboard of 27 keys, and writes altogether 8 characters. It takes in paper 2 1/2 inches and writes a line of 74 inches. It measures 8 1/2 by 11 inches and weighs 13 pounds unboxed.

Beautiful work approaching Print, which is impossible with a Ribbon. A small consignment of above Machines, having just arrived, are offered for Sale at \$135 net.

Easy term of small monthly payments on hire system accepted, on orders only, from scholars and other approved applicants wishing to acquire a machine for learning preparatory to clerkship or otherwise.

Circular and Particulars to be had on application.

THE CENTRAL PRINTING OFFICE, No. 2 Coronation Terrace, (Below CAINE ROAD at the head of ABERDEEN STREET).

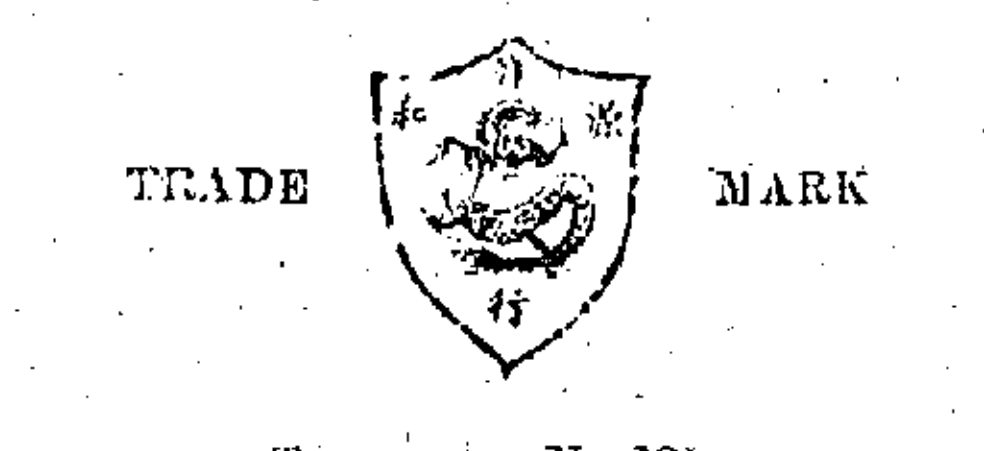
Sole Agents for Hongkong & China Hongkong, 22nd October, 1903. [1205]

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

RULEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1902. [11]

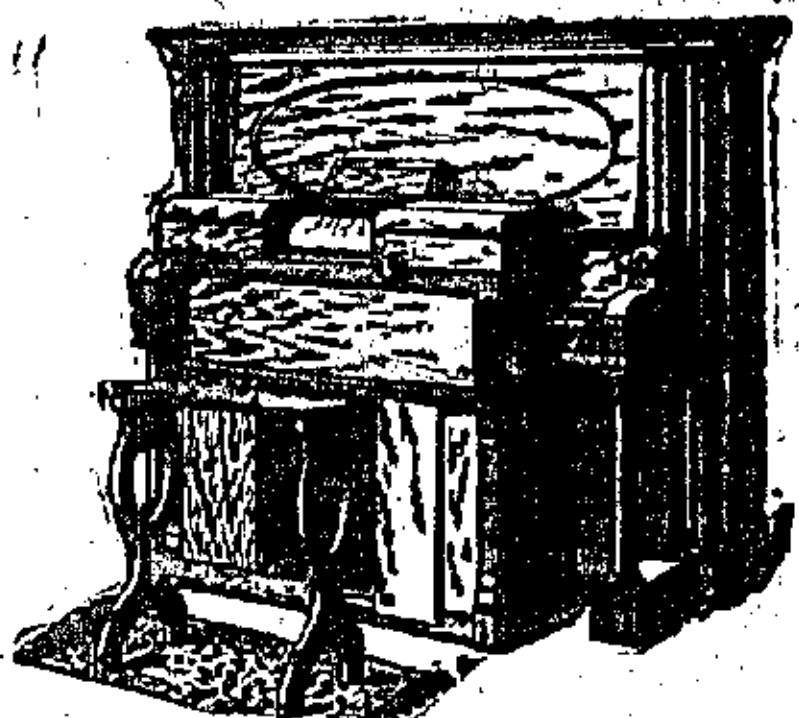


THE

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.
SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR
MR. ROBINSON,
NOW IN EUROPE.
GREAT
REDUCTIONS
our present stock of Pianos and Musical
Goods.
Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL

THREE STYLES.
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Colerstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.
Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert-grand is one of the most wonderful and perfect piano-players that she has ever seen."
Hongkong, 15th October, 1903. [2484]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China turning European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

A CHIEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 49
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; 110, 8A, Queen's
Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Reijten's Genuine Com-
position Red Head Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers'
Tools, Braces and Iron Merchants,
144, Des Voeux Road.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902
£16,773,771.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500
II. FUND... 2,887,215 11 11

The Underigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 19th June, 1903. [1888]

SALAMANDER FIRE INSURANCE COMPANY.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HOTZ, JACOB & CO.,
Agents.

Hongkong, 2nd April, 1903. [1888]

NEW ZEALAND INSURANCE COMPANY.

FIRE AND MARINE.

Established 1859.

CAPITAL... £1,000,000.

HAVING been appointed AGENTS for
the above Company, we are prepared to
issue Policies of Insurance at Current Rates.
REISS & CO.,
Agents.

Hongkong, 2nd November, 1903. [3069]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [1118]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security... £262,719

Total Losses Paid... £26,769,240

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents.

Hongkong, 18th May, 1903. [1449]

PHENIX FIRE OFFICE.

The Underigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [128]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to accept RISKS at Current Rates.

HOTZ, JACOB & CO.,
Agents.

Hongkong, 30th July, 1903. [2169]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

THE Underigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.,
Agents.

Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Underigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TUNER & CO.,
Agents.

Hongkong, 23rd September, 1903. [2173]

WANTED.

GENTLEMAN wishes Lessons in Russian.

Apply to—
E. R.
Care of Daily Press Office.

Hongkong, 2nd November, 1903. [3036]

WANTED.

By a SMART YOUNG GENTLEMAN
(British) who has several years of
experience and speaks six languages, a position
in a Mercantile Firm.

Apply by letter to—
BOX 100,
Care of Daily Press Office.

Hongkong, 4th November, 1903. [3037]

KOWLOON.

A LADY wants somebody to share her house
with. Mess may be arranged.
Appointment for interview addressed to—
M. N.,
Care of Daily Press Office.

Hongkong, 3rd November, 1903. [304]

A. LING & CO., FURNITURE STORE.

PLATED GLASS AND CROCKERY
WARE, &c., &c., and BOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [35]

YACHTING.

SATURDAY'S RACE.

The championship class of the Royal Hong-
kong Yacht Club on Saturday turned out to
contest the first race towards this season's
championship. All four boats, *Dione*, *Vernon*,
Elaph and *Aileen*, faced the starter. The
course lay from Kowloon Police Pier, round
Channel Rocks, Black Rock, Meyer's East buoy,
Channel Rocks and Black Rock again, and
back to Kowloon Police Pier.

The start took place at noon in a light
westerly wind—a very light one—and a glance
at the harbour revealed belts of calm and calm
paws. *Elaph*, *Dione* and *Vernon* got away
together with a good start, *Aileen* alone being
behind at second gun-fire. Spinners were set
when crossing the line and main booms lacked
will out. Toward's Blackhead's Pier *Vernon*
drew ahead, closely followed by *Elaph* and
Dione, the four boats forming into pro-
cession: *Elaph*, *Vernon*, *Dione*, *Aileen*. En-
tering Hongkong Bay they paired, *Elaph* and
Vernon leading, and *Dione* and *Aileen* a cable's
length behind. There was not enough wind to
keep the sails full, and main sheets had to be
overhauled to allow the booms to go out to their
fullest. *Elaph* and *Vernon*, sailing neck and
neck, were further inshore than the others, so,
on altering their course to head for Chan-
nel Rocks, the four boats were brought into line.

About this time *Vernon* drew a little ahead.
Rounding Channel Rocks in close procession the
order was *Elaph*, *Aileen*, *Vernon*, *Dione*,
and immediately on the other side *Aileen* came
up level to *Elaph*. It took one hour from the
start to Channel Rocks. The three leading
boats were in a bunch when approaching
Black Rock; after gybing around it and
approaching Kowloon Dock peninsula *Vernon*
had a good lead, *Dione* was second, *Aileen* third,
and *Elaph* a long way behind. *Elaph* route
to Meyer's East buoy *Aileen* passed *Dione*, and at
one time tried hard for first place. *Elaph*
getting into a calm belt lost ground beyond
recovery. Approaching the kerosene godown
Vernon distanced herself and a long interval
separated all. At Meyer's East buoy the race was
two hours old. Heading for Channel Rocks on
the second journey *Dione* made an effort to
pass *Aileen*, but the latter, favoured with a good
slant, recovered her former distance. *Vernon*,
who had been gaining ground all the time
rounding Channel Rocks five minutes ahead of
Aileen, and continued to gain on the passage
to Black Rock. Afterwards, of course, there
was a tiresome hour's boat home against a
wind dead ahead. The result was as follows:—

<i>Vernon</i>	3 42 43
<i>Aileen</i>	3 58
<i>Dione</i>	4 10 58
<i>Elaph</i>	4 23 4

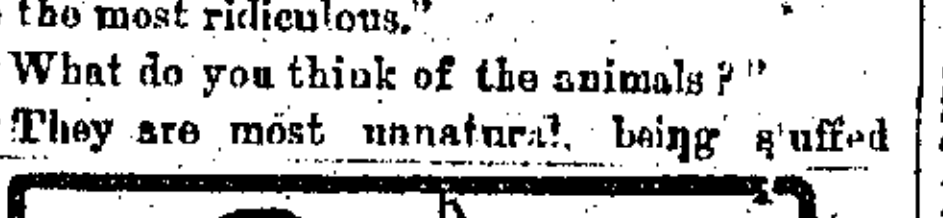
The course being ten miles long, the average
speed of *Vernon* would be a little more than
2 2/3rd miles per hour. Let us hope the next
turn out will be in a spanking breeze.

THE POVERTY OF HONGKONG'S MUSEUM.

A *Daily Press* representative on Saturday
interviewed Mr. H. Wilfrid Walker, a naturalist
of many years' experience, now on short visit to
Hongkong. In the course of his remarks Mr.
Walker mentioned having visited the Hongkong
museum, and expressed his surprise at the poor
collection therein displayed. To begin with, the
birds and lepidoptera are in a very dilapidated
condition; and many of the birds have been
shockingly stuffed. But the worst fault of all
is the misnaming of the birds. For instance, a
bird of Paradise, *Paradisea Papuana*, is labelled
Paradisea Rubra, the red bird of Paradise; and
another still more glaring mistake is a bee-
eater, *Meropops ornatula*, labelled "the blue-tailed
humming bird." *Trochilus Cyanurus*, and its
habitat said to be Hongkong, when almost
everyone knows that the humming birds are
peculiar to North and South America, and the
West Indies. The residents of Hongkong
would be very surprised if they heard that
humming birds were found on the Island.

When asked whether these were the only
mistakes, Mr. Walker replied:
"No; there are plenty of others, but these two
are the most ridiculous."

"What do you think of the animals?"
"They are most unnatural, being stuffed."



Painkiller

(FERRY DAVIS)

the seaman's friend, for cholera,
cramps or chills. It acts like magic.
Take no substitute.

2621-3

altogether out of proportion, and their attitudes
are most ludicrous. When I was looking
around the museum, a Dutch gentleman
came up to me and commented on "the
way the animals were stuffed, saying they were
perfectly outrageous." He also expressed sur-
prise at the smallness of the museum for a place
like Hongkong."

"On the whole, what do you think of the
Museum?"

"Wretched; it reminds me of a second-hand
taxidermist's shop. Considering how favourably
Hongkong is situated with regard to gathering
curios and natural-history specimens from Japan,
China and the East Indies I expected a better
display. I should think that the rich Chinese,
especially, would present valuable curios to the
Museum if it were set on a better footing,
and if larger and more suitable premises
were secured. As it is now, it is an eyesore
and a disgrace to the Colony."

"Did you visit the library?"

"Yes; and when I asked for the London
Weekly Times they had only two out of date
copies, one for a week in May and the other
for a week in June."

"I suppose you have visited the Botanical
Gardens?"

"I have, and was very pleased with them, but
I could not help noticing that some of the
plants were also misnamed, especially the palms.
To cite one case, a palm was named *Pritchardia
Pacifica*. I was particularly taken with some
of the walks above the Botanical Gardens,
the mixture of palms, cycads, dracaenas,
tree-ferns, marantas, and trees covered with
climbing pothos and philodendrons made me
almost imagine that I was in a tropical
forest again, and yet I am told that tourists
and globe-trotters hardly ever see this beautiful
spot."

Mr. Walker has collected in many countries.
He has just finished five months in Japan, and
is on his way to the Philippines and Borneo.

AUCTION

PUBLIC AUCTION.

THE Underigned has received instructions
to Sell by Public Auction,

WEDNESDAY,

the 11th NOVEMBER, 1903, at 2.30 P.M., at his

SALES ROOMS, Duddell Street,

A VERY FINE COLLECTION OF

OLD AND RARE POSTAGE STAMPS.

Including—

OLD BRITISH and COLONIAL

TRIANGULAR CAPE and NEWFOUND-

LAND, MAKING RING BELEGED

CHINESE, PORTUGUESE COLONIES,

SOUTH AMERICA.

On View from Saturday, the 7th November.

Catalogues will be issued.

TERMS—Cash on delivery.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 3rd November, 1903. [3005]

THE AMERICAN SYSTEM

DENTISTRY.

DR. M. H. CHAUN,

27, DES VOUEX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2449]

ROYAL AERATED WATERS MANUFACTORY.

Factory & Office—West Point; Telephone 367

Depot—Lee House Street; Telephone 374.

That's where you can get very best drinks,
it says.

And that's where your orders should be placed,
if you will try to join our race.

Surely you will find the truth with smiling
face.

For cleanliness and purity we always plead.

As for quality of our goods we always lead.

Should you have any doubt of the saying,
You may try, it's for good stuff you are paying.

Our High-Class Drinks, many from which to
choose.

Our long list of Novelties will you amuse.

BEST IN THE FAR EAST.

Highly Charged Soda Superb Ginger Ale

Water Kola Tonic Champagne

Lemonade Superb

Ditto Bureka

Superb Lemon Squash

Orangeade

Raspberrys

Strawberryade

Sarsaparilla

Jamaica Ginger Ale

Stone Ginger Beer

Tonic Champagne

Brewer's Tonic

Champagne Cider

Cherry Wine

Refreshing and invigorating. Exhilarating
drinks of the season. Just Produced. Long-
Life, Non-Intoxicating and Excellent Bever-
ages.

Apply to—
E. P. DANENBERG Manager.

117

KOWLOON ROTISSERIE.

NO. 31, ELGIN ROAD, Kowloon (Two
doors next to Kowloon Hotel).
Meals à la Carte, Steaks, Chops, &c., &c., at
any time between 7 a.m. and 10.30 p.m. Monthly
Arms on application.
Hongkong, 6th October, 1903. [2758]

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.

CONNAUGHT HOTEL, Rooms 4 and 5.

Hongkong, 2nd June, 1903. [2554]

NELISTA CIGARETTES.

IF YOU SMOKE TURKISH CIGARETTES, SMOKE THE BEST
NELISTA CIGARETTES ARE MANUFACTURED FROM THE CHOICEST
TURKISH TOBACCO. PACKED IN AIR-TIGHT TINS OF FIFTY.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO
COMPANY, LD.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE.

GELATINE-DYNAMITE.

PLASTING GELATINE AND GELIGNITE.

DEFONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEL.

AGENTS—

JARDIN^W. MATHESON & CO.

BUTTERFIELD & SWIRE.

Agents



LONDON AND LANCASHIRE

ROYAL EXCHANGE

PALATINE

ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903

[1831-2]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,

SHIPPING.

ARRIVALS.	
Nov. 7. ANPING MARU, Japanese str., 1,053, J. Gow, Poochow 5th November, General.—O-ASA SHOSHEN KAISHA.	
Nov. 7. ELLEN RICKMERS, German str., 995, C. Hinrichsen, Moji 1st November, Coal.—ARNHOLD, KARBURG & Co.	
Nov. 7. HAIMUN, British str., 536, S. Gibson, Tamsui and Amoy 5th Nov., General.—DOUGLAS LARPAIK & Co.	
Nov. 7. HANGCHOW, British str., from Canton.	
Nov. 7. HONGKONG, British str., 2,555, Dawson, Singapore 1st Nov., General.—CHINESE.	
Nov. 7. KWEIYANG, British str., from Canton.	
Nov. 7. KWONGSANG, British str., from Canton.	
Nov. 6. TETAROS, German str., 1,574, T. Derler, Samarang 30th October, General.—SIEMSEN & Co.	
Nov. 7. THIEA, German str., 390, Oherlich, Newchwang 1st Nov., Beans and Bean Oil.—JERSEN & Co.	
Nov. 7. UYENESS, British str., 2,252, L. M. Brown, Singapore 1st November, General.—BUTTERFIELD & SWIRE.	
Nov. 7. WOSANG, British str., 1,127, R. Malkin, Swatow 6th Nov., General.—JARDINE, MATHESON & Co.	
Nov. 8. DALIN MARU, Japanese str., 900, T. Gata, Tamsui, Amoy and Swatow 7th Nov., General.—OSAKA SHOSHEN KAISHA.	
Nov. 8. HAITAN, Portuguese galleon, from Macao.	
Nov. 8. HAITAN, British str., 1,183, T. S. Bosch, Poochow 5th Nov., Amoy 1st Nov. and Swatow 7th Nov., General.—DOUGLAS LARPAIK & Co.	
Nov. 8. HONGKONG, French steamer, 738, Merles, Hongkong 7th Nov., General.—A. B. MARTY.	
Nov. 8. KOUY MARU, Japanese str., 1,789, Y. Minamikawa, Kobe 2nd Nov., General and Coal.—CHINESE.	
Nov. 8. KOWLOON, German str., 1,487, H. Stohr, Chinkiang 4th Nov., General.—SIEMSEN & Co.	
Nov. 8. KWANGTAI, Chinese str., from Canton.	
Nov. 8. LYTEMOON, German str., from Canton.	
Nov. 8. OANPA, British str., 1,896, Barodott, Singapore 2nd Nov., General.—BUTTERFIELD & SWIRE.	
Nov. 8. OANPA, German str., 730, F. Fan, Caroline Island 1st Nov., Copra.—SIEMSEN & Co.	
Nov. 8. SAININ RICKMERS, British str., 438, J. Nasbit, Mauritius 31st Oct., Kerosine.—ARNHOLD, KARBURG & Co.	
Nov. 8. SHANTUNG, German str., 1,001, M. Engelhart, Poochow 6th Nov., General.—MELCHERS & Co.	
Nov. 8. TROCAS, British str., 2,557, Phillips, Hankow 1st Nov.—ARNHOLD, KARBURG & Co.	

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.

7th November.	
Anping, British str., for Moji.	
Anping, British str., for Amoy.	
Anping Maru, Japanese str., for Swatow and Amoy, for Nagasaki.	
Clavering, British str., for Moji.	
Dr. H. J. Kiser, Dutch str., for Manila.	
Haitan, French str., for Pakhoi.	
Hongkong, British str., for Chinkiang.	
Hongkong, French str., for Hoihow.	
Hongkong, British str., for Amoy.	
Idemaru, Japanese str., for Kobe.	
Kouy Maru, Japanese str., for Tientsin.	
Mich. el. Jensen, German str., for Hoihow.	
Prima, Norwegian str., for Karatsu.	
Hoce, British str., for Singapore.	
Phages, British str., for Shanghai.	
Wosang, British str., for Canton.	

DEPARTURES.

7th November.	
BENGLI, British str., for Europe.	
CHINGHO, British str., for San Francisco.	
CHUSAN, British str., for Shanghai.	
HAILONG, British str., for Swatow.	
HINANG, British str., for Hongkong.	
KANSU, British str., for Ningpo and Shanghai.	
OSCAR II., Norwegian str., for Kutchinofu.	
PACI REVERE, Amr. ship, for Newcastle.	
SENECA, British str., for New York.	
YENKANG, British str., for Manila.	
SHIMONANG, Dutch str., for Amoy.	
ZAFIRO, British str., for Manila.	
8th November.	
AN LHO, British str., for Amoy.	
ARHOL, British str., for Nagasaki.	
CLAVERING, British str., for Moji.	
HAILAN, French str., for Pakhoi.	
HOHANG, French str., for Haiphong.	
MICHAEL JENSEN, German str., for Hoihow.	
PRIMA, Norwegian str., for Karatsu.	
WOSANG, British str., for Canton.	

VESSELS IN DOCK.

ABERDEEN DOCKS.—Progress, Taihou.	
ABERDEEN DOCKS.—Lilliborne, Heracles.	
Taihou, Dr. H. J. Kiser, Engraver of India.	
Chuen Tiao, H.M.S. Alacrity.	
COSMOPOLITAN DOCK.—Salamanca, Doric.	

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.	
-------------------------------------	--

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Gibson, will be despatched for the above ports TO-MORROW, the 10th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 7th November, 1903. [3092]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports on WEDNESDAY, the 11th inst., at DAYLIGHT.

For Freight or Passage, apply to

DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 7th November, 1903. [3093]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M., for Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

Fares—week days 1st Class (including cabin and servant), \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Cabin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

What of the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, 8th September, 1903. [2121]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	TANTALUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	To-morrow.
LONDON & ANTWERP, VIA SINGAPORE, &c.	SHANGHAI	Brit. str.	A. Thompson	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	POLYPHRUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	GLNSHIEL	Brit. str.	J. McGillivray	McGREGOR BROS. & GOW	27th inst.
LIVERPOOL	ACHILLES	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	15th Dec.
ANTWERP & HAMBURG	CANADIA	Ger. str.	Wagner	HAMBURG-AMERIKA LINIE	12th inst.
MARSEILLES, LONDON &c., v. S'PORE, &c.	KANAGAWA	Jap. str.	J. MacKenzie	NIPPON YUSEN KAISHA	14th inst. D'light.
MARSEILLES & LIVERPOOL	ADSTALLEN	Fran. str.	Verron	MESSAGERIES MARITIMES	17th inst., at 1 P.M.
MARSEILLES, LONDON &c., v. S'PORE, &c.	NINGBOH	Brit. str.	S. J. G. Parsons	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	Brit. str.	NIPPON YUSEN KAISHA	8th Dec.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	22nd Dec.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	Brit. str.	BUTTERFIELD & SWIRE	5th Jan.
BREMEN, VIA PORTS OF CALL.	PARUSSEN	Ger. str.	Ger. str.	MELCHERS & Co.	12th inst., at Noon.
HAYRE, BREMEN & HAMBURG	MARBURG	Ger. str.	Ger. str.	HAMBURG-AMERIKA LINIE	1st December.
HAYRE & HAMBURG	SUEVIA	Ger. str.	Ger. str.	HAMBURG-AMERIKA LINIE	15th Dec.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	Ger. str.	HAMBURG-AMERIKA LINIE	29th Dec.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Ger. str.	HAMBURG-AMERIKA LINIE	5th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	AMBRIA	Ger. str.	Ger. str.	HAMBURG-AMERIKA LINIE	20th inst. P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	NIPPON	Aus. str.	Brit. str.	DODWELL & Co., Ltd.	About 18th inst.
NEW YORK, VIA SUEZ CANAL	R. CASTLE	Brit. str.	W. T. Dain	HAMBURG-AMERIKA LINIE	About end of Dec.
NEW YORK, VIA SUEZ	HERMISTON	Rus. str.	von Hoff	CANADIAN PACIFIC R. Co.	18th inst.
VANCOUVER, VIA SHANGHAI, &c.	NEBIA	Ger. str.	Brit. str.	BUTTERFIELD & SWIRE	27th Jan.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	Brit. str.	DODWELL & Co., Ltd.	14th inst.
VICTORIA (B.C.) & SEATTLE VIA N'ARI, &c.	ANTHEAN	Brit. str.	Brit. str.	NIPPON YUSEN KAISHA	17th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA N'ARI, &c.	SHANGHAI	Brit. str.	W. M. Smith	PORTLAND & ASIATIC CO.	17th inst.
VICTORIA (B.C.) & SEATTLE VIA N'ARI, &c.	KI MARU	Jap. str.	J. W. Elstrand	BUTTERFIELD & SWIRE	17th inst.
AUSTRALIAN PORTS	INDRAVIA	Brit. str.	Hollingsworth	GIER, LIVINGSTON & Co.	18th inst., at Noon.
AUSTRALIAN PORTS	TANAN	Brit. str.	P. T. Helms	SIEMSEN & Co.	Quick despatch.
FREMANTLE, W.A. VIA SINGAPORE	EMPIRE	Brit. str.	Thos. Poy	P. & O. S. N. Co.	About 16th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBÉ	ROSE	Brit. str.	H.G.H. Lewellin	NIPPON YUSEN KAISHA	27th inst. D'light.
KOBÉ	MANILA	Brit. str.	M. Yagi	BUTTERFIELD & SWIRE	13th inst.
KOBÉ	IZUMI MARU	Jap. str.	J. Nagao	NIPPON YUSEN KAISHA	20th inst. D'light.
KOBÉ	HIROSHIMA	Jap. str.	Stohr	BUTTERFIELD & SWIRE	To-day.
KOBÉ	CHANGSHA	Brit. str.	J. W. Wale	BUTTERFIELD & SWIRE	To-morrow, 5 P.M.
KOBÉ	KOWLOON	Ger. str.	Brit. str.	BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
KOBÉ	TAMBA MARU	Jap. str.	Brit. str.	MELCHERS & Co.	Quick despatch.
KOBÉ	KYUWANG	Brit. str.	Brit. str.	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	HANGCHOW	Brit. str.	Brit. str.	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	LYTEMOON	Ger. str.	Th. Lohmann	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	P. HEINRICH	Ger. str.	R. Heintze	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	TULIATJAK	Dut. str.	T. Ogata	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	DALIN MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	ANPING MARU	Jap. str.	T. Saito	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	MAIDZURU MARU	Jap. str.	Gibson	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	HAITAN	Brit. str.	Ronoh	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	ROHILLA MARU	Jap. str.	Ernest Bont.	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	SUNGKANG	Brit. str.	R. Almond	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	ROHILLA	Brit. str.	T. W. Garlick	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	TRINITY	Brit. str.	Maganzini	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	ISCHIA	Ital. str.	Geo. Payne	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	NAMSAUNG	Brit. str.	J. B. Fergusson	OSAKA SHOSHEN KAISHA	To-morrow.
KOBÉ	BANCA	Brit. str.		OSAKA SHOSHEN KAISHA	To-morrow.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE" ... 10th Nov.

"ORONO" ... 18th Nov.

"ORO" ... 1st Dec.

"LOWTHER CASTLE" ... 12th Dec.

"SIKH" ... 22nd Dec.

For Freight and further information, apply to DODWELL & CO., LTD.

Agents, Hongkong, 27th October, 1903. [1125]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"NAMSANG,"

Captain Geo. Payne, will be despatched as above on WEDNESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th November, 1903. [3068]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th November, 1903, at 1 P.M., the Company's Steamship "AUSTRALIEN," Captain Verron, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Oceanien," bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th November. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 5th November, 1903. [2]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENSHIEL,"

Captain J. McGillivray, will be despatched as above on FRIDAY, the 27th inst.

For Freight or Passage, apply to McGREGOR BROS. & GOW.

Hongkong, 6th November, 1903. [3083]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON ON BOARD.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1864]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND ATLANTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

PREUSSEN ... THURSDAY ... 12th November

HAMBURG ... WEDNESDAY ... 25th November

PRINZ HEINRICH ... WEDNESDAY ... 9th December

KONIG ALBERT ... WEDNESDAY ... 23rd December

KIAUTSCHOU ... WEDNESDAY ... 6th January

SACHSEN ... WEDNESDAY ... 20th January

BAYERN ... WEDNESDAY ... 3rd February

GERA ... WEDNESDAY ... 17th February

SEYDLITZ ... WEDNESDAY ... 2nd March

PREUSSEN ... WEDNESDAY ... 16th March

BOON ... WEDNESDAY ... 30th March

CAMBURG ... WEDNESDAY ... 13th April

PRINZ HEINRICH ... WEDNESDAY ... 27th April

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 12th day of NOVEMBER, 1903, at Noon, the Steamship "PREUSSEN" of the NORDDEUTSCHER LLOYD, Captain E. Frhn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 10th November. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 11th November, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 11th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

For further Particulars, apply to

Hongkong, 31st October, 1903.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, COLOMBO, BANGA, AND BOMBAY.

SINGAPORE, COLOMBO, BANGA, AND BOMBAY ... About 12th November

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and SHANGHAI ... About 13th November

YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBÉ ... About 16th November

* Calling at Penang if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th November, 1903.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers, between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

RUBI ... 2540 ... R. Almond ... Manila direct ... Sat., 14th Nov., 10 A.M.

ZAFIRO ... 2540 ... R. Rogers ... " " " " " " " "

PERLA ... 1880 ... J. McGilvray ... " " " " " " " "

For Freight, or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 7th November, 1903. [17]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIKIN MARU"	TUESDAY, 10th November

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN
NORTH AND SOUTH AMERICAN WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TANTALUS"	On 10th November.
"MARSEILLES and LIVERPOOL"	"NINGCHOW"	On 24th November.
"MARSEILLES, LONDON and ANTWERP"	"HYSON"	On 8th December.
"LIVERPOOL"	"ACHILLES"	On 15th December.
"MARSEILLES, LONDON and ANTWERP"	"PROMETHEUS"	On 22nd December.
"MARSEILLES, LONDON and ANTWERP"	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"OANFA" On 11th November. "PELEUS" On 30th November.	
The s.s. "ULYSSES" has arrived, and leaves for Shanghai to-day. The s.s. "NINGCHOW" from Tacoma via Japan is due here on the 15th inst.		

Hongkong, 9th November, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG DIRECT	"HANGCHOW"	On 9th Nov., 5 P.M.
TIENSIN	"KWEIYANG"	On 9th November.
SHANGHAI and DALNY	"NINGPO"	On 10th November.
MANILA	"SUNGKIANG"	On 11th November.
KOBE	"CHANGSHA"	On 13th November.
MANILA	"TSINAN"	On 17th November.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 7th November, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"DOHILLA MARU"	Ernest Bent...	3660	Wednesday, 11th November, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3676	Saturday, 14th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, 9th November, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov. 1903
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 18th Dec.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th Apr.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th Apr.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Freight, apply to—

D. E. BROWN, General Agent, Pedder Street.

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JAVA-CHINA-JAPAN LINE

HEAD AGENT—R. HISSCHOP, 3, DUNDRELL ST., HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA PORTS via MACASSAR	November 12	{ SHANGHAI, KOBE & YOKOHAMA }	November 16
TJIMAH	Do.	December 2	Do.	December 7
TJIPANAS	KOBE and YOKOHAMA	November 21	SINGAPORE, JAVA PORTS & MACASSAR	November 24

The Steamers are all fitted throughout with Electric Light and have superior accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

HOTZ, S'JACOB & CO.
Telephone No. 201.

Hongkong, 9th November, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MISSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Maganzini, will be despatched as above on FRIDAY, the 13th instant, at NOON. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 6th November, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."

Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 18th November, at NOON.

This well-known Steamer is specially-fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd October, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"HERMISTON," Captain W. T. Bain,

will be despatched on or about WEDNESDAY, the 18th NOVEMBER.

For Freight, &c., apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 23rd October, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FINE AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON."

Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, P.M.

For information as to Passage and Freight, apply to

SANDEB, WISLER & CO., Agents.

Hongkong, 26th October, 1903.

FOR KOBE, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"KOWLOON."

Captain Stehr, will be despatched for the above ports on FRIDAY, the 13th November, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th October, 1903.

NATAI LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPROVED CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to—

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

THE Steamship

"KOWLOON."

Captain Stehr, will be despatched for the above ports on FRIDAY, the 13th November, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 30th October, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 5th November, 1903.

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EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.
ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Sanzer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.
The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,

Sole Agents.
Hongkong, 25th July, 1903.



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SARSAPARILLA!

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Hongkong, 18th May, 1903.

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